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Hongkong, 1st October, 1905.

[1623]

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Hongkong, 8th June, 1906.

[153]

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[63]

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[1533]

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Hongkong, 18th August, 1906.

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Hongkong, 5th September, 1906.

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The Daily Press.

HONGKONG, SEPTEMBER 6TH, 1906.

Most of us being too busy pursuing the equivalent of bread and butter to devote the time and study necessary if we would be epistemologically up-to-date, we should be thankful that Professor RAY LANKESTER, as President of the British Association has made his annual address take the form of a historical survey of scientific progress, in the last quarter of a century. That progress, which we likened a year ago to the cautious building of a pier out into an unmeasured sea, has certainly been more than usually pronounced in the last two decades. We are nearer to a solution of the everlasting riddle of the universe, but we have advanced to a stage where nearly all previous solutions have to be discarded.

The Professor was careful to point out that, startling as many recent discoveries had been, nothing that was really scientific in the past had been put to shame.

Science was not bankrupt; had not come to the end of her work? had, indeed, only as yet given mankind a foretaste of what she has in store for it. He reminds us of the discovery of argon (the lazy gas) and the subsequent finding of three equally inert, neon, krypton, and xenon. The spectrum process which revealed these had shown Sir WILLIAM LOCKYER the helium in the sun, and now—only two years ago—it was ascertained that helium was a product of radium. The discovery of radioactivity by M. HENRI BECQUEREL practically eclipses everything in the period

to be settled.

M. Angouloult has been appointed governor of French India.

Col. W. H. H. Waters, C.V.O., C.M.G., half-pay, is appointed Brigadier-General to command the Troops in North China.

H. E. The Governor will be "At Home" at Mountain Lodge on Tuesday, the 11th inst., from 4.30 to 6 p.m.

The V.R.C. intend giving another nocturnal ball on the 14th inst. The annual sports will be held this month, not as previously stated, in December.

The Chinese Resident at Tibet has asked permission to introduce silver money to replace the Anglo-Indian paper money in circulation in Tibet.

It is stated that the Japanese Prince Fushimi, at present at Dalny on board the man-of-war *Nanwei*, will go to Peking to visit the Emperor of China.

A Chinaman attempted to obtain a thousand piastras by presenting a false lottery ticket at the Maris of Choloa, but the fraud was detected and he was arrested.

Yesterday morning the upper verandah at 281 Des Vœux Road collapsed, carrying the lower with it in its fall. Fortunately no one was injured. The Public Works Department is attending to the building.

TELEGRAMS.

Trooper Hanchman has resigned from the H.K.V.C. on leaving the Colony.

[DAILY PRESS] EXCLUSIVE SERVICE.

The Colonial Exhibition at Paris has a section devoted to Yunnan. This seems somewhat anticipatory.

The Left $\frac{1}{4}$ No. 2 Company, H.K.V.C., is to have a spoon competition at Tai Hang Range on Sunday, 16th inst.

The following telegram was received from the Government of Burma yesterday:—"Restrictions against arrivals from Hongkong port removed".

The German steamer *Secta* which collided with the British steamer *Strathmore* under circumstances already recorded was yesterday arrested when about to proceed to Canton.

Yesterday at Wai Oi Pat Youk, a commemoration service in honor of the fiftieth anniversary of the arrival of Dr. R. H. Graves in Canton, was to have been conducted by his Chinese friends.

The Queen Dowager of Italy, Marguerite of Savoy, has informed Mr. Oyama, the Japanese minister at Rome, that she intends to pass the autumn of next year in Tokyo and other Japanese towns.

A private Japanese company is trying to arrange for the establishment of a Japanese colony in Alberta, Canada, and is engaged in securing the requisite land. This will be the first Asiatic colony in Western Canada.

A Chicago millionaire ordered a replica of the Venus of Milo to be delivered to his home. When the case arrived and was opened, the millionaire, the *Byzantiner* says, discovered there were no arms and threatened to bring an action against the railway company for damages. The company sent an official to inquire into the matter, found that the arms were indeed missing—and paid.

The Dominion Government has appointed a Commissioner to sit in conjunction with an American Commissioner in an investigation of the practice of "crimping," which is reported to be flourishing at ports along the Pacific Coast. The practice has been reported to the authorities by sailors who have come within the clutches of the "crimp," and the two Governments are determined to put a stop to it as far as they are able.

The Acting Consul General for the Netherlands has received telegraphic information from the Governor General of the Dutch East Indies that the port of Hongkong has been declared to be not any more infected with plague, so that ships or vessels arriving in Netherland India from Hongkong are no longer subject to certain articles from Hongkong is also withdrawn and all goods can now be imported into these colonies.

A curious accident happened to the steam launch *Ying Fat* on Tuesday. While on the run from Sam Chun, a junk signalled for a tow, and no sooner had the launch drawn alongside than the sound of something in the water falling was heard, followed by the *Ying Fat* becoming unmanageable. Then it was discovered that the propeller had dropped off. The *Ying Fat* in turn had now to signal for assistance, and in a short time another launch came alongside, and a contract was entered into for taking the disabled craft to Hongkong.

A liftmaker was working at his office late one night, when the telephone bell rang, and an agitated voice said that it was Lady Blank who spoke, and that a man was to be sent immediately to put her lift right. It had stuck between the floors. The liftmaker, the *Manchester Guardian* states, replied that every one had gone, and that he would send some one in the morning. The lady exclaimed, "But I am giving a dinner-party, and—" The liftmaker interjected that he was helpless. "But there is a lady in the lift!" cried the voice.

Professor LANKESTER's rather neat explanation of the government neglect. "The reason is", he thinks, "to be found in the defective education, both at school and University, of our governing class, as well as in a racial dislike among all classes to the establishment and support by public funds of posts which the average man may not expect to gain by popular clamour or class privilege—posts which must be held by men of special training and mental gifts".

The strike of Canton chair coolies is reported to be settled.

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SUPREME COURT.

Wednesday, September 5th.

BEFORE MR. A. G. WISE (PUISENE JUDGE).

A SILK TRANSACTION.

Ng Szo-kong and Ng Yam-hui, partners in the Kwan Wo silk firm of Canton, sued the Tai Wo firm of this Colony to recover the sum of \$1,000 due for goods sold and delivered.

Mr. C. F. Dixon (of Mr. John Hastings' office) appeared for plaintiffs, and Mr. J. H. Gardiner (of Mr. O. D. Thomson's office) for defendants.

Mr. Dixon said the Kwan Wo firm were wholesale silk merchants in Canton, while the defendant firm were silk merchants in Hongkong. The plaintiffs claimed \$1,000, balance due for goods sold and delivered. The amount of the debt was \$1,028.98, but the \$28.98 had been abandoned to bring the claim within summary jurisdiction. The defendants sent their managing partner to Canton to order the goods because goods had been previously or lured in exactly the same way and sent to Hongkong. Prices were arranged in Canton at the time the goods were ordered, which the witness who took the order would tell his Lordship, and he would also say that he wrote down the goods ordered, together with the prices charged therefor in his rough order book. The goods were subsequently sent to defendants together with a letter and a bill containing the list of goods and the prices. No exception was then taken, but later the defendants raised the question that the prices charged were not the proper ones. Plaintiffs then wrote defendants inviting them to send a representative to Canton for the purpose of examining their books. A man was sent and must have satisfied the defendants with his examination, for nothing further was said for long time. Plaintiffs continued to furnish defendants with accounts rendered, and in the 6th moon of last year Ng Szo-kong came to Hongkong to compare books with the defendant firm to see whether the accounts agreed. He would say that the book he saw exactly agreed with the one which would be exhibited before the Court. The defense was that plaintiffs had not given the defendants credit for certain moidies paid by them. The speaker and his client had had an inspection of the documents in Mr. Thomson's office, and his client was of opinion that some of them were not genuine, the chops theron not being the chops of his firm.

Commander Charles Napier Robinson, R.N., has been placed in charge of Portsmouth Dockyard, and Commodore Spencer H.M. Login, C.V.O., A.D.C. to His Majesty the King, has been given command of the Portsmouth Reserve.

NAVAL CHANGES.

LONDON, September 5th.

Rear Admiral Henry Deacon Barry

C.V.O., Admiral-Superintendent of

Portsmouth Dockyard, succeeds Rear

Admiral the hon. Hedworth Lum-

ton, C.B., C.V.O., to the command of

the Third Cruiser Squadron.

His Lordship then heard the evidence for the defence, after which, in summing up, he stated that apart from anything else, on the books alone of the two parties he would not suit as "badly" as his Lordship had ever seen any books kept in his life, while the defendants were fair. Apart from that point it was admitted that the goods were purchased in Canton at a certain figure which had been arranged. It was also admitted by the plaintiffs that defendants wrote and complained of the prices, but that letter was lost. Then the plaintiffs practically told the defendants to fix their own prices; at least that was what they said they did. Their reason was obvious; the plaintiff firm was on its feet legs, and they were only too anxious to get any money in. Then the evidence for the defence was that the plaintiffs came down and amended the prices, and his Lordship believed that altogether. Again, there was the receipt question; the plaintiff manager gave a receipt for Taels 532 and said only received Taels 460. If a man was fool enough to keep his books as he did, and give receipts for money he had not received, he deserved to suffer.

Mr. Dix—What does your Lordship say about the genuineness of the chops?

His Lordship—I say you have been paid

with the exception of \$7.88. I see the whole

thing; the fees were amended by consent.

The plaintiff con-suited with costs.

THE HAMBURG-AMERIKA
LINIE.

WILL INCREASE ITS FLEET.

LONDON, September 5th.

The Hamburg-Amerika Linie issues

one million new shares for the

purpose of raising capital to increase

the number of ships in its fleet.

GERMAN COLONIAL DEPART-

LONDON, September 5th.

Dernburg has been appointed to

the German Colonial Department.

[REUTER'S SERVICE.]

HEAT WAVE IN EUROPE.

LONDON, September 3rd.

An unprecedented heat wave is passing over Great Britain; the thermometer has registered over 90 in the shade for several days. Footballers and the spectators at the matches have been prostrated and exhausted by the heat. A Hospital at Northampton caught fire; it is believed that the rafters were ignited by the sun; many cases of corn stacks, petrol tanks and trees catching fire have occurred.

SUCCESS OF THE "GJOA."

LONDON, September 3rd.

The Norwegian Polar Exploration vessel *Gjøa* has reached Nome, Alaska, completing the North-west passage.

THE UNITED STATES.

LONDON, September 3rd.

President Roosevelt has reviewed at Oyster Bay, the greatest fleet of American warships ever assembled, to the number of forty-three. Mr. Bryan's advocacy of a State ownership of railways, is considered to seriously jeopardise his chances of the Presidency and powerful influences are now agitating for the re-election of President Roosevelt.

LAWN BOWLS.

In a quiet unobtrusive way the members of the Police Club have been giving their attention to the game of bowls on their ground at Happy Valley and as a result they have attained no little skill with the woods. A rink competition has been inaugurated, in which no fewer than ten rinks have entered, and some interesting matches should eventuate. At any rate the new organisation will be welcomed by the two other bowling clubs.

LATEST STEAMER MOVEMENTS.

The E. & A. str. *Australis*, from Sydney, & left Manila on the evening of the 4th inst. for this port, and is due here on Friday morning.

The C.P.E. str. *Monteagle* arrived at Yokohama at 7 a.m. on Wednesday, the 5th inst., and left again at 5 p.m. same day for Kobe, where she is due to arrive at 5 a.m. on Friday, the 7th inst.

The A.L. str. *Persia* left Singapore for this port on the 6th inst., and is expected here on the 11th inst.

THE ROYAL HONGKONG GOLF
CLUB.

For the Sept. meeting, the following cards were returned:

Mr. F. Barry, 100, 89 scr. = 86

Mr. C. P. Chatel, 97 - 13 = 84

(3 holes).

Mr. G. H. Edwards, 102 - 18 = 84

Dr. R. D. Harvey, 129 - 23 = 97

(5 holes).

Mr. E. D. Sawdy, 92 - 18 = 74

Mr. F. R. Barry, 117 - 78 scr. = 78

Mr. T. S. Forrest, 114 - 75 + 4 = 79

Mr. R. M. Crossley, 110 - 10 = 90

(28 ends).

The next competition will be held at Happy Valley from 8th to 10th October for the Robertson Farewell Cup.

HAMBURG.

(FROM OUR CORRESPONDENT.)

August 7th.

TELEGRAPH STATISTICS.
A few figures taken from the annual report of the International Telegraph Bureau for the year 1904 may be of interest to your readers. With regard to length of lines Germany leads the list, her system extending over 181,000 kilometer, with 700,000 kilometers of wires, 2997 telegraph offices; Russia follows with 180,000 kilometers comprising 600,000 kilometers of wires, but only 762 telegraph offices, and France with 160,000 kilometers, length 800,000 kilometers, wires and 1535 telegraph offices. The length of lines in Great Britain in 1904 did not exceed 60,000 kilometers, but then the aggregate length of wires was 540,000 kilometers, whilst 1267 offices were open to the public. The other countries fall far behind, the figures being:

	Kilometers	Kilometers	Tele-
	wires	offices	graph
Italy	35,000	190,000	6,253
Austria	44,000	188,000	6,259
Turkey	42,000	68,000	982
Spain	32,000	76,000	1,645
Hungary	23,000	121,000	3,575
Norway	14,000	50,000	1,087
Belgium	12,000	36,700	1,428
Holland	10,000	30,000	1,187
Sweden	11,000	29,000	2,834
Switzerland	8,000	22,600	1,710
Portugal	8,000	2,100	472

There was a telegraph office to every square kilometer, and inhabitants in 1,880 Germany - 19,000 Russia - 2,500 France - 2,450 Great Britain - 2,000 Turkey - 2,248 Norway - 2,248 Belgium - 5,621 Sweden - 2,245 Switzerland - 1,528

The number of telegrams forwarded amounted to:-

Millions	per 100 inhabitants	in
99	206.5	Great Britain
53	162.2	France
47	69.6	Germany
25	16.6	Russia
17	39.1	Austria
14	33.8	Italy
7	31	Hungary
6	66.2	Belgium
4	75.6	Holland
4	71.8	Switzerland

The small grand duchy of Luxembourg deserves special mention for its spite of its limited area it possessed 732 Kilometers, lines of, in length, all it possessed 732 Kilometers, lines of, in length, all 1151 Kilometers of wires and 220 Telegraph offices or one to every 1075 inhabitants; 14,1 telegrams per hundred of its population were forwarded in the course of the year under review. The reconstruction of the Company has been duly carried into effect and the reconstituted Company came into existence at and from the 1st May last under the name and style of THE SHANGHAI DOCK AND ENGINEERING COMPANY, LIMITED.

The winding up of S. C. Farnham, Boyd & Co., Ltd. has been completed, and the Assets and Liabilities have been transferred to the reconstructed Company.

The Accounts, duly audited, are on this table. Shares in S. C. Farnham, Boyd & Co., Ltd. have been exchanged for shares of an equal number and equal par value in the reconstructed Company.

Shanghai, August 31, 1906.

(Signed) JOHN PRENTICE, Liquidator.

The following resolutions were then put to the meeting and carried nem. dis.

Proposed by Mr. J. Prentice, seconded by Mr. M. Young: That the accounts submitted to this meeting and showing the manner in which the winding up has been conducted and the property of the Company disposed of, be received and adopted.

Proposed by Mr. H. von Rucker, seconded by Mr. G. H. Potts: That the books and accounts and documents of the company and of the liquidators, be handed over to the Shanghai Dock and Engineering Co., Ltd.

This concluded the business of the meeting.

A SENSATIONAL JUDGMENT.

A sensational judgment was delivered by the Court of Appeal on August 5th in the religious instruction dispute between the Crown and the County Council of the West Riding of Yorkshire. Alone among all the education authorities constituted by the Act of 1902, the West Riding Council refused to pay the teachers in their non-prepared schools for the time spent by them in giving denominational religious instruction. The attitude adopted by the council has now been held to be legal by the Master of the Rolls and Lord Justice Farwell, forming a majority of the court, the other member, Lord Justice Fletcher-Moulton, dissenting. If the decision stands, the country is face to face with one of the most extraordinary situations ever known. Religious education in elementary schools is held by a court of law to have been established by the Act passed by the late Ministry in 1902, which was supposed to have had precisely the opposite result. The conduct of the "passive resistors" is justified at law, and the difficulties upon their protest are proved to have been illegal. The comic element in the situation is that at the end of a session, the great part of which has been debated in the House of Commons, to a measure for removing the grievance of the "passive resistors," there comes a legal decision which removes it entirely without altering a word in the Act which was said to be.

AND OF RAILWAYS.

I will add a few figures gathered from official sources concerning railways and their extension in different countries in the year 1904. It appears that the aggregate length of the railways of the world at the end of that year was 886,600 Kilometers or 275,000 more than the year before and 48,000 more than at the close of 1902. The largest increase is reported from the United States being 9300 Kilometers whilst in Mexico 2770, in Brazil 167, and in Argentina 2600 Kilometers have been added to the existing lines. The total increase in Europe fell short of 5000 Kilometers.

America could boast of the greatest length of railways viz. 450,474 Kilometers, of which the United States alone possessed 314,170.

Europe follows with 365,400, Asia will 77,200, Australia will 276,000 and Africa with 260,700. The figures for the different countries apart from the United States are.

Germany 55,500 Kilometers, European Russia including Finland 54,760, France 45,770, British India 41,350, Austria Hungary 31,760, Great Britain and Ireland 36,300, and Canada 31,550. The average length of lines per 100 square Kilometers in Germany amounted to 19,8 in the Kingdom of Saxony, to 13,9 in Baden, to 12,1 in Alsace-Lorraine, to 9,6 in Wurttemberg, to 9,8 in Bavaria and to 9,6 in Prussia. Belgium was very much in advance of any of them, the mean there being 23,9 Kilometers per 100 sq. kilometers whilst in Great Britain it did not exceed 11,7 and stood as low as 4,4 in the United States. The total cost of construction of the railways of the world is estimated at 178 million marks or about 9 million pounds sterling, the European lines being accountable for about half that amount.

THE UNSHIPPING OF TEA.

The steamship "Huntsman," of the Harrison line, arrived in the Port of London on July 30th from Calcutta, with a large cargo of tea, which was unshipped by a new system. Since tea was first brought to London the number of chests broken in unloading has been the despair of the contractors. The new invention is a system of continuous rollers, worked by electricity. The chests are placed on the rollers and carried from the ship's hold into the storage shed, without intervention by men, or the hydraulic machinery on the quay. The effect has been to eliminate the breakages and to considerably reduce the number of men employed in unloading. Messrs. Scruttons, the contractors, have experimented with electricity for many years, without success hitherto.

S. C. FARNHAM, BOYD & CO., LTD.

(IN LIQUIDATION.)

The final meeting of this Company to receive the report of the liquidators, was held at Shanghai, on August 31st. There were present: Messrs. J. Prentice and H. von Rucker (Liquidators), J. H. Teasdale (Legal Adviser), A. E. Anderson (Acting Secretary), D. Craaton, W. G. Pirie, E. O. Cumming, J. M. Young, G. H. Potts, J. G. Mackenzie, H. S. Robtson, A. Murphy, W. Taylor, J. Stewart, and M. Houston (Shareholders).

Mr. J. Prentice read the following report:

In accordance with the resolutions passed at the Extraordinary Meeting of Shareholders in S. C. Farnham, Boyd & Co., Ltd., held at the Head Office, 26, Broadway on Tuesday, January 23, 1906, at 1 p.m., and on Wednesday February 14th, 1906, at 5 p.m., viz:

1.—That it is desirable to reconstruct the Company and accordingly that the Company be wound up voluntarily and that Liquidators be appointed for the purpose of such winding up.

2.—That the said Liquidators be and they are hereby authorised to consent to the registration of the new Company to be named—"The Shanghai Dock and Engineering Company Limited," with a Memorandum and Articles of Association submitted at this Meeting to the shareholders and, if approved, to be confirmed at the second part in the world, disregarding the demonstrable fact that its trade—its buying and selling of goods—is about half that of Shanghai; and with these shipping figures it shows that shipping under the British flag contributes more than half to the tonnage entering and clearing. This, however, does not help us to an understanding of the composition of the trade of China, even of that part handled by Hongkong.

Statisticians and editors, free traders, and fair traders, British and non-British, are all driven to use the figures of the Chinese Customs, and all try to quote the point of view of the moment, figures which include in Britain, the non-British goods which have assumed semblance of nationality by passing through the British Colony of Hongkong. The importance of the error may be gauged when it is known that the value of the trade ascribed to Hongkong in the five years 1899-1903 was 40 per cent. of the whole foreign trade of China.

The figures base upon this error show that in 1904 the British Empire provided 66 per cent. of China's imports and took 45 per cent. of her exports.

This is a comforting statement, and calculated to make John Bull turn over on his pillow and think, good easy man, that all is for the best in this best of all possible worlds.

Proceeding to analyse the figures he says a portion of the trade which passes through Hongkong is purely Chinese. Chinese produce in transit from one Chinese port to another Chinese port, such as Hongkong, acquire certain privileges and exemptions denied to the home trade, and instances are common of goods being shipped from a West River port to Hongkong remaining in the steamer, and then carried back and "imported" at a port further up river—further inland as quasi foreign goods, entitled to all privileges as such. There is, moreover, a certain trade in the supply of provisions, building materials, &c., for the 300,000 population of Hongkong itself.

To summarise the results of going behind Hongkong and getting at the true components of the trade of China, we find that in the five years 1899-1903 the average values into China according to the Chinese Customs returns for the 300,000 population of Hongkong itself.

Shanghai, August 31, 1906.

(Signed) JOHN PRENTICE, Liquidator.

The following resolutions were then put to the meeting and carried nem. dis.

Proposed by Mr. J. Prentice, seconded by Mr. M. Young: That the accounts submitted to this meeting and showing the manner in which the winding up has been conducted and the property of the Company disposed of, be received and adopted.

Proposed by Mr. H. von Rucker, seconded by Mr. G. H. Potts: That the books and accounts and documents of the company and of the liquidators, be handed over to the Shanghai Dock and Engineering Co., Ltd.

This concluded the business of the meeting.

DISTRIBUTION OF CHINA'S TRADE.

A correspondent in Shanghai sends to The Times a study of the distribution of trade of the Chinese Empire, which includes the following:-

The difficulty with regard to Hongkong is increased by the fact that it publishes no trade statistics. By this omission two ends are attained—the freedom of this fleet of free ports is secured to the extent of allowing the Hongkong merchant to buy and sell as if political boundaries did not exist, and the attention of the world is focused on its published statistics of shipping. With these this "Mugby Junction" among ports stands proudly forward as the second port in the world, disregarding the demonstrable fact that its trade—its buying and selling of goods—is about half that of Shanghai; and with these shipping figures it shows that shipping under the British flag contributes more than half to the tonnage entering and clearing. This, however, does not help us to an understanding of the composition of the trade of China, even of that part handled by Hongkong.

Statisticians and editors, free traders, and fair traders, British and non-British, are all driven to use the figures of the Chinese Customs, and all try to quote the point of view of the moment, figures which include in Britain, the non-British goods which have assumed semblance of nationality by passing through the British Colony of Hongkong. The importance of the error may be gauged when it is known that the value of the trade ascribed to Hongkong in the five years 1899-1903 was 40 per cent. of the whole foreign trade of China.

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This concluded the business of the meeting.

THE MERCHANT SHIPPING BILL.

DEPUTATION TO MR. LLOYD GEORGE.

A large and important deputation waited upon Mr. Lloyd George, President of the Board of Trade, at the Board of Trade offices, Whitehall Gardens, for the purpose of laying before him the views of the British shipowners on certain clauses of the Merchant Shipping Bill now before Parliament. Mr. Russell Ross, M.P., vice-chairman of the Shipowners' Parliamentary Committee, headed the deputation, among the members of which were Lord Nunburnholme, Lord Inverclyde, and representatives of the important shipowners of the country. Mr. Lloyd George was accompanied by Mr. Herbert Gladstone, Mr. Kearley, and Mr. W. D. Howell.

Mr. W. H. Raeburn (the Cly) said it seemed to him that the veiled intention of the Bill was to make the employment of foreigners as difficult as possible to the British shipowners. What with repatriation clauses, food clauses, and a Bill in another quarter giving compensation, he did not know how it was going to be possible to continue their business.

Mr. Walter J. Chambers (Liverpool) said that the Board of Trade proposed to bigorman of the fact that members of every European race were and necessarily must be employed on a large number of British ships. If the object of the Bill was to render the employment of natives such as Chinese impossible, it simply meant that not only could those foreign sailors not be employed, but that the British ships could not be employed.

There was no question about that. If they could not employ Chinese sailors in Chinese waters they could not employ British ships, and the Japanese would sweep the ocean. (Heat, heat, heat.)

Mr. R. J. Dunlop (the Clyde) said their fear was that the claxon foot of Protection was underneath the principle of the Bill. For example, they had to provide all their sailors, with the exception of Lascas, with certain dietary.

Mr. Lloyd George: I do not think you need deal with that. I am convinced, from what Mr. Chambers has just said.

Lord Nunburnholme asked the Board of Trade to adopt the food scale in use in the Royal Navy as an alternative to the food scale laid down in the first schedule of the Bill. He thought it would be a little wiser if the Government consulted the shipowners before they brought in their Bill.

Mr. Lloyd George: I plead not guilty. We had Mr. Cutchett Laws in consultation with us before the Bill was ever introduced. I do not think there has ever been a Bill with which the shipowners have been consulted more than this Bill.

Mr. James Corneaux (the Forth) spoke again against the shipowners to employ certified cooks, and in the course of his speech remarked that they regarded with great dissatisfaction and alarm any increase of restrictions.

Mr. Lloyd George, in reply, said he did not think he had ever been privileged to receive a more influential and important deputation, or on a subject of greater consequence to the industries of this country, notably to the shipping industry which he regarded as the greatest of all our industries. He frankly acknowledged that the Bill did in some respect increase the responsibility of the shipping community, and that there was no effort made on the part of those whom he addressed to restrict—at least seriously—the conditions in regard to food and accommodation which the Bill after all ed to their own. But he would ask them to bear in mind that it was not altogether a one-sided Bill. There were points in it distinctly in favour of the shipowners, and Government had been able to budge the shipowning community with regard to food and accommodation which the Bill after all ed to their own. But he would ask them to bear in mind that it was not altogether a one-sided Bill. There were points in it distinctly in favour of the shipowners, and Government had been able to budge the shipowning community with regard to food and accommodation which

NOTICE.

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Teleggraphic Address: PRESS, Codes: A.B.C., 5th Ed.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENT

NOTICE TO CONSIGNEES.

TH E P. & O. S. N. Co's Steamer

"DEVANHA,"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex. ex. S. India and

Egypt.

From Persian Gulf, ex. B. I. S. N. &

B. & P. S. N. Co's Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th inst., at 4 p.m., will be subject to rot.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 5th September, 1906. [180]

NEW ADVERTISEMENTS



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

TH E Company's Steamship

"PERSIA,"

Captain Crucitti, will leave for the above places on THURSDAY, the 13th inst., A.M.

For Freight or Passage, apply to

SANDER, WEILER & CO.,

Agents.

Prince's Building.

Hongkong, 6th September, 1906. [181]

"MOGUL," LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

SS. "BRAEMAR,"

FROM GLASGOW, LIVERPOOL AND

STRATFORD.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th Sept., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th Sept., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

BODWILL & CO., Ltd.

Agents.

Hongkong, 5th September, 1906. [182]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANWERP, LONDON, COLOMBO AND SINGAPORE.

TH E Company's Steamship

"AWA-MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, To-morrow.

Goods not cleared before the 12th September will be subject to rent.

All ship-damaged packages must be left in the Godowns, and Notice of same sent to this Office before the 14th Sept., or Claims in connection therewith will not be recognised.

No Fire Insurance has been effected.

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 4th September, 1906. [183]

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MACHAO-N."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 5th Sept.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m., on the 10th Sept.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 10th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th Sept., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 5th September, 1906. [184]

NAVIGAZIONE GENERALE ITALIANA

(Floro and Rubattino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE

TH E Steamer

"ISCHIA,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or after-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th September will be subject to rent.

CARLOWITZ & CO.,

Agents.

Hongkong, 5th September, 1906. [185]

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This vessel brings on Cargo:—

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Egypt.

From Persian Gulf, ex. B. I. S. N. &

B. & P. S. N. Co's Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 11th inst., at 4 p.m., will be subject to rot.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 5th September, 1906. [186]

AUCTIONS

PUBLIC AUCTION.

TH E Undersigned has received instructions to Sell by Public Auction,

On MONDAY,

the 10th September, 1906, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Co., Ltd., Godowns, Kowloon, 64 DECAUVILLE TRUCKS

100 AXLE BOXES for same.

18 AXLES

60 WHEELS

9 OIL CUPS

IN ONE LOT.

Note.—The Goods can be converted into Tipping Wagons and are suitable for filling in purposes.

Inspection Orders can be had from the Auctioneer.

TERMS.—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 5th September, 1906. [189]

PUBLIC AUCTION.

TH E Undersigned have received instructions to Sell by Public Auction,

On TUESDAY,

the 18th and 19th September, 1906, at 10 a.m. each day, at H.M. NAVAL YARD,

SUNDY NAVAL, VICTUALLING, OBSOLETE AND CONDEMNED STORES,

Comprising—

BOATS' ENGINES and BOILERS,

LATHES, TURNABLE, ANCHORS,

MOORING SINKERS, RIGGING, TWO CRANES, BOATS, OLD CABLE CHAIN,

ELECTRIC CABLE, STEEL WIRE HAWSERs, BRASS, COPPER, IRON,

PAPER-STUFF, CANVAS FURNITURE,

MISCELLANEOUS TOOLS, BLANKETS,

WINTER CLOTHING; and MATERIALS,

CASK STAVES, KNEE BOOTS, SURPLUS PROVISIONS including MARMA-

LADE and COFFEE, OFFICERS' MESS TRAPS, TOBACCO, &c., &c.

TERMS.—SALE—As Customary.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 3rd September, 1906. [1669]

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

TH E Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO.,

Austria.

Hongkong, 21st April, 1906. [311]

TH E GLOBUS INSURANCE COMPANY, OF HAMBURG.

T

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Notes may be obtained on application.

INTEREST on deposit is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

H. E. R. HUNTER,

Acting Chief Manager.

Hongkong, 30th May, 1906. 24

THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED Yen 5,000,000
CAPITAL PAID-UP 2,500,000

HEAD OFFICE: TAPEI, FORMOSA.

BRANCHES AND AGENCIES:
Amye Kobe Taiwan
Asping Naraiki Tamsui
Fuchow Osaka Tokyo
Keeling Shanghai Yokohama

HONGKONG OFFICE:
3, DES VŒUX ROAD.

Interest allowed on Current Account
Deposits received on terms which may be learned

Hongkong, 1st July, 1906. 1999
D. TOHDOW, Manager.

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1855.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £500,000
RESERVE LIABILITY OF SHARE-HOLDERS £800,000
RESERVE FUND £975,000

INTEREST allowed on Current Account at the rate of 2½ per annum on the Daily balance
on Fixed Deposits for 12 months 4 per cent.

" " " 6 " 3½ "
" " " 3 " 3½ "
T. P. COCHRANE,
Manager. 114

Hongkong, 10th May, 1906. 26

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,000,000
SUBSCRIBED £1,25,000
PAID-UP £62,500
RESERVE FUND £13,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2½ per annum on the Daily balance
ON FIXED DEPOSITS—

For 12 months—
" 6 " 3½ "
" 3 " 3½ "

E. ORMISTON,
Manager. 1456

Hongkong, 26th March, 1906. 26

HONGKONG & SHANGHAI BANKING CORPORATION

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
STEELING RESERVE \$10,000,000
SILVER RESERVE \$10,000,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS.

A. HAUPT, Esq.—Chairman.

G. H. MECHEUST, Esq.—Deputy Chairman.

E. Goetz, Esq. | N. A. Siels, Esq.

Hom. Mr. W. J. Groom, R. Shewan, Esq.

C. R. Lehmann, Esq. H. A. W. Shad, Esq.

D. M. Nissim, Esq. H. E. Tompkins, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER

Hongkong—J. R. M. SMITH

ACTING MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

H. E. R. HUNTER,
Acting Chief Manager.

Hongkong, 30th August, 1906. 23

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP, Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS, BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Peking,
Tientsin, Tsinanfu, Tsingtau, Kobe,
Yokohama, Singapore.

Founded by the following Banks and

KÖNIGLICHE SEEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.

DIREKTION DER DISCONTO-GENESELLSCHAFT

DEUTSCHE BANK

S. BLEICHROEDER

BETTLINER HANDELS-GESELLSCHAFT

BANK FUER HANDEL UND INDUSTRIE

ROBERT WABSCHAUER & CO.

M. N. VON ROTHSCHILD & SOHN

JACOB S. H. STEIN

NORDDEUTSCHE BANK IN HAMBURG

SAL. OPPENHEIM, JR., & CO., Koen.

BAVARISCHE HYPOTHEKEN-UND WECHSEL-BANK, MÜNCHEN.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SON

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENTS

DIREKTION DER DISCONTO-GENESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,

Manager.

Hongkong, 1st May, 1906. 27

BANKS

THE YOKOHAMA SPECIE BANK
LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 21,000,000
CAPITAL UNCALLED " 3,000,000
RESERVE FUND " 10,300,000
SPECIAL RESERVE FUND " 1,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
Tokyo Kobe Nagasaki
Osaka Lyons New York
London Honolulu Bombay
San Francisco Tientsin Newchow
Shanghai Peking Mukden
Dalian Chinkoo Tieling
Port Arthur

LONDON BANKERS.
THE LONDON JOINT STOCK BANK, LIMITED.
PARK'S BANK, LIMITED.
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per annum on the daily balance.

On fixed deposits for 12 months 5½ per annum
" " " 6 " 4½ "
" " " 3 " 3½ "

TAKEO KAMAMICHI,
Manager. 613

Hongkong, 27th March, 1906.

INTERNATIONAL BANKING
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H. PINCKNEY,
Manager.

Queen's Road, Central, Hongkong, 29th September, 1906. 1456

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Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

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Fixed Deposits 12 months 4½ per annum

" do. 4 " do.

" do. 3 do. 3½ "

I. ENGEL, Agent, Hongkong, 23rd July, 1906. 1450

" THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest
Profusely Illustrated, descriptive of the people, customs, &c., of the Far East.

The kindly Prescriptions, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the moral merit of the publication.

Price 81.50.
On Sale at "NORTH CHINA HERALD"
OFFICE, Shanghai;

MESSRS. KELLY & WALST.,
Hongkong;

and all leading Booksellers in the Far East.

Hongkong, 3rd February, 1903.

GERMAN INTERESTS IN SIAM.

A Siamese correspondent of a London paper writes:—

It was only to be expected that the recent success of German diplomacy in inducing the Powers to intervene in the deliberations of England and France regarding Morocco, thereby checking the legitimate aspirations of the latter Power in that direction, would arouse in Pan-Germanic bosoms a desire to repeat the pleasing operation should opportunity for doing so occur in other parts of the world. That the editor of the weekly review, *Der Deutsche*, and presumably, therefore, a section of the German public, should, however, consider the recent agreement between England and France regarding Siam as affording a suitable pretext for another "Conference" is quite astonishing to those familiar with Siamese affairs.

The chief object of the Algeciras Conference was to provide an efficient Government, at least for such parts as are frequented by Europeans of a country full of fanatics and having practically no responsible Government of its own, at the same time assuring the preservation of autonomy and the maintenance of the "Open Door," and it is not to be believed that the Governments of the Powers are still so badly informed as to be ready to agree, even at the instance of Germany, that any such object exists to-day in Siam.

Der Deutsche, however, in a recent article which incidentally demonstrates the complete ignorance of everything Siamese expresses a belief that the situation in Siam is comparable with that in Morocco, and urges the Pan-German Party to agitate immediately for strong German action in Siam, to the end that Anglo-French attempts to monopolise the trade of, and generally to dictate to, that country be frustrated.

The article in question maintains that there are indisputable proofs that "other Powers," particularly France, are endeavouring to close the "Open Door" in Siam, and that German interests and trade there are so large that Germany cannot regard such endeavours with indifference. The "indisputable proofs" are, however, not forthcoming, while the figures which are set out to show the great extent of German trade are entirely and most absurdly wrong, but the article was considerably worthy of remark by the Berlin Correspondent of the *Standard*, and thus has found its way into the English Press, where information concerning Siamese affairs being not much more accurate in England than in Germany, it has given rise to somewhat apprehensive comment.

The general idea now prevalent in Europe concerning the actual condition of Siam affords a good example of the extraordinary difficulty with which the mind of man divolves itself, in the absence of real compelling shock from impressions once conceived. Book after book on Siam has appeared within recent years; every now and then the foremost newspapers (usually English) produce articles commanding the Government or approving the policy of the little Kingdom, while the investigations, which preceded the floating of the Siamese Loan a couple of years ago made plain the fact that financially the country is thoroughly sound; yet the general public continues comfortably in its ancient impression of a queer benighted land, productive of white elephants, monstrous tigers, and other freaks, where a race of vindictive savages groans beneath the heel of a cruel tyrant King. The public, therefore, sees nothing ludicrous in the suggestion that the destiny of Siam should be taken in hand and determined by the representatives of a civilization always ready to "take up the white man's burden" provided the enclaves are sufficiently attractive.</p

SHIPPING.

ARRIVALS.

AWA MARU, Japanese str., 3,912, G. E. P. Cook, 4th Sept.—Antwerp via London 28th July and Singapore 30th August, General.
Nippon Yusen Kaisha.
BRASSMAR, British str., 2,316, S. L. Saxy, 5th Sept.—Liverpool and Singapore 29th Aug., General—Dowell & Co.
DEVANIA, British str., 4,785, Thos. H. Hide, 5th September—Bombay and Singapore 31st August, Mail and General—P. & O. S. N. Co.
DEUTSCHLAND, German str., 1,262, T. V. Brulin, 5th Sept.—Bangkok 27th Aug. and Hainan 2nd Sept., Rice and Mail—Norddeutscher Lloyd.
HILDEGARD, German str., 2,276, H. Becker, 5th Sept.—Surabaya 23rd August, Sugar—Stader, Wielker & Co.
HORNIG, Italian str., 1,592, J. H. Bamford, 16th Sept.—Buenos Ayres 15th July, Cotton Mkt. Order.
ISCHIA, Italian str., 2,751, Doderer, Giuseppe, 5th Sept.—Bombay 17th August and Singapore 26th, General—Carlowitz & Co.
JONES MARU, Japanese str., 502, H. Ohta, 5th Sept.—Tamsui, Amoy and Swatow 4th Sept., General—Osaka Shosen Kaisha.
KUETUNG, British steamer, 4th Sept., from Canton.
KUMANG, British str., 2,077, E. J. Butler, 5th Sept.—Calcutta 23rd August, Coal—Jardine, Matheson & Co.
NORD, British str., 1,119, Peirson, 5th Sept., Palo Sembrano & Singapore 29th Aug., Kurobe Oil—G. M. Bain & Co.
SAMIA, German str., 1,988, Fr. Behnfeldt, 5th Sept.—Bangkok 24th August, Rice and Wool—Butterfield & Swire.
SILENA, German str., 1,118, T. Bahle, 5th September—Puchow 3rd Sept., General—Hamburg-Amerika Line.
OSHIMA MARU, Japanese str., 1,119, T. Suzuki, 5th Sept.—Swatow 4th Sept., Hemp and General—Osaka Shosen Kaisha.
SENGIANG, British str., 957, J. Robinson, 4th Sept.—Cebu and Hilo 31st Aug., Sugar—Butterfield & Swire.
YUCHOW, British str., 1,205, J. H. Brown, 5th Sept.—Shanghai 1st Sept., General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE
Sept. 5th
Elysee, British steamer, for Canton.
Honolulu, I. British str., for Amoy.
Kuangping, Chinese str., for Hongkong.
Koumei, Japanese str., for Kobe.
Suei, French str., for Honkong.
Takao, British str., for Chekiang.

DEPARTURES.

Sept. 5th
DEVANIA, British str., for Shanghai.
FEICHING, Chinese str., for Canton.
HAKARY, MARU, Japanese str., for London.
HELENE, German str., for Holloway.
HOLSTEIN, German str., for Sourabaya.
KUSMANA, MARU, Japanese str., for Manila.
PROGRESS, German str., for Kuan-chau-pan.
PROSTO, Norwegian str., for Canton.
PROVIDENCE, Norwegian str., for Bangkok.
QUARTA, German str., for Samarang.

SHIPPING REPORTS.

The British str. *Kumang* reports: Experienced moderate to fresh variable winds with heavy rain squalls.

The Japanese str. *Jishin Maru* reports: Fresh breeze and overcast and rainy squall frequently and high sea running.

The British str. *Erroll* reports: Light to moderate N.E. winds and fine weather to Brothers, from thence fresh S. to E. winds, heavy rains and S.E. swell.

The British str. *Nord* reports: Put in owing to heavy weather. Since Aug. 31st to date experienced strong N.E. wind, which increased to fresh gale and heavy sea. Squalls with typhoon force. Leaving at daylight to-day (6th) for Tientsin.

The German str. *Ducorouge* reports: Fresh to strong S.W. winds with moderate sea to Cate Padarum, thence to Hainan moderate to light variable winds, smooth sea and cloudy weather. From Hainan moderate to strong northerly winds, high sea, dull, overcast, squally and continual heavy rains.

VESSELS IN DOCK.

Sept. 5th
ANDREW DODDS,
KOWLOON DOCKS—H.M.S. *Alacrity*, S.M.S. *Sagittarius*, *Athenaeum*, *Kangaroo*,
COSMOPOLITAN DOCK—*Strathmore*.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCHEW.
THE Company's Steamship
"HAIMUN."

Captain A. J. Robinson will be despatched for the above Ports TO-DAY, the 6th inst., at 1 P.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 3rd September, 1906. [1672]

FOR KOBE.

Agents,
1st Floor of Chartered Bank.
Hongkong, 31st August, 1906. [1681]

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ITALIANA.

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Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEBONAH and GENOA, also VENICE and TRIESTE, at MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA," Captain Doderer, will be despatched as above on MONDAY, the 10th Sept., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO., Agents.

Hongkong, 31st August, 1906. [14]

VESSELS ADVERTISED AS LOADING

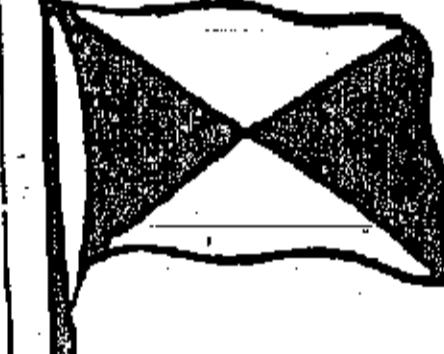
To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA USUAL PORTS OF CALL	MALTA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 8th inst., at Noon.
LONDON & ANTWERP VIA MARSEILLES	JAVA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	About 12th inst.
LONDON & ANTWERP	RADNOFSHIRE	Brit. str.	1 m.		SHEWAN, TOME & CO.	On 13th inst.
LONDON, AMSTERDAM & ANTWERP	DIOMEDE	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 11th inst.
MARSEILLES, &c. VIA PORTS OF CALL	CYCLOPS	Frenstr.	—		BUTTERFIELD & SWIRE	On 23rd inst.
BREMEN, VIA PORTS OF CALL	FRENCH	Ger. str.	k. w.	Broc.	MESSAGERIES MARITIMES	On 13th inst., at 1 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	GERMANY	Ger. str.	k. w.	Fr. v. Letten-Petersen	HAMBURG-AMERIKA LINIE	On 12th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	HELVETIA	Ger. str.	k. w.	Kier	HAMBURG-AMERIKA LINIE	On 15th inst.
HAVRE & HAMBURG	LIBERIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 22nd Inst.
HAVRE & HAMBURG	SENEGAMBIA	Ger. str.	k. w.	Schönfeld	BUTTERFIELD & SWIRE	On 16th Oct.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	k. w.		BUTTERFIELD & SWIRE	On 30th inst.
HAVRE & HAMBURG	KINTUCK	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 15th inst.
HAVRE & HAMBURG	DAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	Today.
HAVRE & HAMBURG	SCOTIA	Ger. str.	k. w.	Bable	HAMBURG-AMERIKA LINIE	On 26th inst.
HAVRE & HAMBURG	SCANDIA	Ger. str.	k. w.	v. Dohren	HAMBURG-AMERIKA LINIE	On 30th inst.
HAVRE & HAMBURG	PELEUS	Brit. str.	1 m.	Filler	BUTTERFIELD & SWIRE	On 27th inst.
HAVRE & HAMBURG	SILESIA	Ger. str.	k. w.	Sander	WIELER & CO.	On 15th inst.
HAVRE & HAMBURG	ODESA	Brit. str.	1 m.	Wielers	MELCHERS & CO.	On 8th inst.
HAVRE & HAMBURG	BOSTON & NEW YORK	Aus. str.	—	Batchart	ARNHOLD, KARBERG & CO.	About 11th inst.
HAVRE & HAMBURG	KITAI	Brit. str.	—		DODWELL & CO. LTD.	About 17th inst.
HAVRE & HAMBURG	FOXEY	Brit. str.	—		STANDARD OIL CO.	About 10th Oct.
HAVRE & HAMBURG	ATHOL	Brit. str.	—		SHEWAN, TOME & CO.	On 27th inst., at 1 P.M.
HAVRE & HAMBURG	MONTROSE	Brit. str.	—		CANADIAN PACIFIC R. CO.	On 29th inst.
HAVRE & HAMBURG	ATHENIAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 26th inst.
HAVRE & HAMBURG	EMPEROR OF JAPAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 11th inst., at Noon.
HAVRE & HAMBURG	NINGCHOW	Brit. str.	1 m.		TOYO KISEN KAISHA	On 18th inst., at Noon.
HAVRE & HAMBURG	PLEIADES	Brit. str.	1 m.		MELCHERS & CO.	On 5th Oct.
HAVRE & HAMBURG	GLENFARG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow.
HAVRE & HAMBURG	PRINZ WALDEMAR	Brit. str.	1 m.		HAMBURG-AMERIKA LINIE	On 1st inst., Daylight.
HAVRE & HAMBURG	CHANGSHA	Brit. str.	1 m.		FUKUSEI	On 13th inst.
HAVRE & HAMBURG	SUEVIA	Brit. str.	1 m.		HAMBURG-AMERIKA LINIE	Quick despatch.
HAVRE & HAMBURG	KOU MARU	Ger. str.	k. w.	Schönfeld	JAVA-CHINA-JAPAN LINIE	On 10th inst.
HAVRE & HAMBURG	SEGOVIA	Brit. str.	—		MELCHERS & CO.	About 10th Oct.
HAVRE & HAMBURG	TUPANAS	Brit. str.	—		BUTTERFIELD & SWIRE	On 8th inst.
HAVRE & HAMBURG	NICOBAR	Brit. str.	—		SIEGMESSEN & CO.	To-morrow.
HAVRE & HAMBURG	SIAM	Brit. str.	—		OSAKA SHOSEN KAISHA	Quick despatch.
HAVRE & HAMBURG	KWEIYANG	Brit. str.	1 m.		JARDINE, MATHESON & CO.	To-morrow, at Noon.
HAVRE & HAMBURG	HUICHO	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 8th inst.
HAVRE & HAMBURG	KOWLOON	Brit. str.	—		SANDER, WIELER & CO.	On 13th inst.
HAVRE & HAMBURG	SOSHU MARU	Jan. str.	—		BUTTERFIELD & SWIRE	On 11th inst.
HAVRE & HAMBURG	HANGSANG	Brit. str.	1 m.		MELCHERS & CO.	On 13th inst.
HAVRE & HAMBURG	YOCHOW	Brit. str.	—		CRAGG	On 13th inst.
HAVRE & HAMBURG	GENESMAU	Brit. str.	—		J. Robinson	On 13th inst., A.M.
HAVRE & HAMBURG	PERSIA	Aus. str.	—		H. Ohta	On 9th inst., at 10 A.M.
HAVRE & HAMBURG	SOKOKANG	Brit. str.	—		J. A. Martin	On 11th inst., at Noon.
HAVRE & HAMBURG	JOSHIN MARU	Jap. str.	—		Douglas Lapraik & Co.	To-morrow, at 1 P.M.
HAVRE & HAMBURG	AKASHI MARU	Jap. str.	2 h.		JARDINE, MATHESON & CO.	Tomorrow, at 4 P.M.
HAVRE & HAMBURG	HAIMUN	Brit. str.	—		SHEWAN, TOME & CO.	On 8th inst., at Noon.
HAVRE & HAMBURG	LOONGSANG	Brit. str.	—		BUTTERFIELD & SWIRE	On 11th inst.
HAVRE & HAMBURG	RUBI	Brit. str.	—		Somerville	On 15th inst., at Noon.
HAVRE & HAMBURG	TRAN	Brit. str.	—		R. Rodger	On 15th inst., at 4 P.M.
HAVRE & HAMBURG	ZAPIRO	Brit. str.	—		E. J. Buller	On 14th inst., at 3 P.M.
HAVRE & HAMBURG	MAUSANG	Brit. str.	—		DODWELL & CO. LTD.	On 10th inst., at Noon.
HAVRE & HAMBURG	KUMANG	Ital. str.	—			
HAVRE & HAMBURG	ISCHIA	Doderer	—			

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Hongkong, 3rd September, 1906. [15]

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CHINA MUTUAL STEAM
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NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
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OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"MOYNE"	On 13th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 13th September.
GLASGOW and LIVERPOOL	"CALCHAS"	On 29th September.
GLASGOW and LIVERPOOL	"MENELAUS"	On 27th September.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 27th September.

HOMEBWARDS.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"DIOMEDE"	On 11th September.
GENOA, Marseilles and LIVERPOOL	"PELEUS"	On 29th September.
LONDON, AMSTERDAM and ANTWERP	"CYCLOPS"	On 25th September.
HARVEY, ROTTERDAM and LIVERPOOL	"KINTUCK"	On 30th September.

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA
EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	On 29th September.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	On 8th September.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [9-10]

Hongkong, 4th August, 1906.

CHINA NAVIGATION CO.
LIMITED.

STEAMERS TO SAIL.

FOR	STEAMERS	TO SAIL
AMOY, MANILA, CEBU and ILOILO	"SUNGKANG"	On 6th September.
TIENTSIN	"HUICHOW"	On 7th September.
CHEFOO and NEWCHWANG	"KWEIYANG"	On 8th September.
SHANGHAI	"YUCHOW"	On 8th September.
MANILA	"YEAN"	On 11th September.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, & CHANGSHA	"CHANGSHA"	On 5th October.
TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and North China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 6th September, 1906.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPERESS LINE," Sailing 5 to 10 days' Ocean Travel.
11½ DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN" 3,882	Wednesday, 12th Sept.	6th Oct.
"EMPERESS OF JAPAN" 6,000	Thursday, 27th Sept.	15th Oct.
"MONTEAGLE" 6,163	Wednesday, 3rd Oct.	27th Oct.
"EMPERESS OF CHINA" 6,000	Thursday, 3rd Oct.	15th Nov.
"TARTAR" 6,425	Wednesday, 31st Oct.	24th Nov.
"EMPERESS OF INDIA" 6,900	Wednesday, 14th Nov.	5th Dec.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60; via New York £62.

Intermediate on Steamers £40, £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps; Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
Corner Pedder Street and Praya, opposite Blake Pier.

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OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMSUI VIA SWATOW AND AMOI	"JOSHIN MARU" H. OHTA	SUNDAY, 9th Sept., at 10 A.M.
+ SHANGHAI VIA SWATOW, AMOI and FOOCHOW	"SOSHU MARU" N. NEMOTO	FRIDAY, 7th Sept., at NOON.
ANPING VIA SWATOW AND AMGY	"AKASHI MARU" J. A. MERLIN	TUESDAY, 11th Sept., at NOON.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Cabin Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building.

Hongkong, 4th September, 1906.

T. ARIMA, Manager. [14]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON &c, VIA USUAL PORTS	MALTA R. A. POWERS	Noon, 8th September	{ See Special Advertisement.

London and ANTWERP VIA JAVA S. Barcham. { About 12th September

MARSEILLES S. Barcham. { September 1st Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 3rd September, 1906. [1]

VESSELS ON THE BENTH
TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

FOR SALINA CRUZ, CALLAO AND IQUIQUE, VIA JAPAN PORTS.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS.

Steamers Tons To Sail.

"GLENFARG" ... 4,000 11th Sept., Noon.

"KASATO MARU" 6,000

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

For further information, apply to

K. MITSUDA,
Manager.

Hongkong, 22nd August, 1906. [116]

SHIPPING IN PORT.

STEAMERS.

ATHENIAN, British str., 2,443, A. O. Cooper, 28th August—Vancouver 2nd August and Shanghai 24th, General—C. P. R. Co.

BOURGEOIS, French str., 990, Le Bail, 27th August—Saigon 23rd August, General—Chinese.

CHANGSHA, British str., 1,463, T. Moore, 4th Sept.—Melbourne via ports 31st July.

General—Butterfield & Swire.

CHILDAK, Norwegian str., 1,102, H. Nilsen, 1st Sept.—Bangkok 20th Aug., General—Nippon Yacht Kaisha.

CLARA JENSEN, German str., 1,143, J. Jensen, 31st August—Samarang 21st Aug., Sugar—Johnson & Co.

COPTIC, British str., 2,744, W. Finch, 20th July—San Francisco 27th June, Mails and General—O. & S. N. Co.

DORIC, British str., 1,473, Harry Smith, n.r., 3rd September—San Francisco 4th Aug., and Shanghai 31st, Mails and General—O. & S. N. Co.

EMMA LUXTON, German str., 1,559, G. Cornand 16th July—Mediterranean 22nd Aug., Chinese.

EMPERESS OF JAPAN, British str., 3,039, H. Pybus, 4th Sept.—Vancouver 13th Aug., Mails and General—C. P. R. Co.

FEICHING, Chinese str., 981, T. Johns, 1st Sept.—Shanghai 31st August, General—Chinese.

GHAZE, British str., 3,212, Cave, 3rd Sept.—Liverpool 1st June and Singapore 27th August, General—Doddwell & Co.

GLENFARG, British str., 2,350, H. W. L. Holman, 21st August—Callo and Iquique 29th June, General—Toyo Kisen Kaisha.

HAIMUN, British str., 636, A. J. Robson, 4th Sept.—Fochow 31st Aug. and Swatow 3rd Sept., General—Douglas Lapraik & Co.

HANGZHOU, British str., 1,356, Spencer Wild, 3rd Sept.—Shanghai and Swatow 2nd Sept., General—Jardine, Matheson & Co.

HONGKONG, French str., 750, A. Suzoni, 3rd Sept.—Haiphong and Hanoi 2nd Sept., General—A. B. Mart.

HUAHENG, British str., 2,440, C. J. Slater, 3rd Sept.—Penang 25th Aug. and Singapore 29th Aug., General—Chinese.

KALCHUNG, British str., 1,217, E. Forsyth, 2nd Sept.—Tientsin via Chefoo and Weihaiwei 24th Aug., General—Butterfield & Swire.

KUCHING, British str., 1,214, Walker, 2nd Sept.—Newcastle 12th July, Coal—Arnold, Rodger & Co.

KULCHUNG, British str., 2,154, Walker, 2nd Sept.—Korber & Co.

KUANGNING, Chinese str., 1,23

